

SPECIFICATION AMENDMENTS

Please rewrite lines 5 - 26 of page 9 as follows:

that the longitudinal sleeper frame 2 as vertical and horizontal fixing is anchored on steel-reinforced piles 11, 12, which are nailed down underground by high-pressure injections, and steel supports 13,

that the anchoring piles 11, 12, 13 in terms of their anchoring direction are orientated to the principal loading directions,

that by virtue of the anchoring on piles 11, 12 and steel supports 13 the adjustment of the sleeper body 3 as a track carrier may be carried out in the air without difficulty,

that the adjustment of the sleeper body 3 need be effected only at the support points at greater intervals along the foundation ~~[[work]]~~ piles 11, 12, 13,

that by means of this method even difficult subsoils are bridgeable without a greater outlay,

that the rail 14 is mounted by means of the conventional standard connecting means 15 on the new type of sleeper bodies 3 and anchored in a laterally displaceable manner in the fastening sections or profiles 16, which are embedded in concrete transversely of the rail position in the rail fastening spacing,

that the rail body 14 rests on a ribbed plate ~~[[15]]~~,

that the rail inclination is freely adjustable by means of the ribbed plate ~~[[15]]~~,

SPECIFICATION AMENDMENTS ctd.

Please rewrite lines 6-13 of page 13 as follows:

By virtue of extensive prefabrication of the longitudinal sleeper frame [[s 2,]] 2 comprising the reinforced concrete beams 3, the steel structure 4 as well as a transport- and concreting safety device in the form of steel structure 10, a substantial amount of cost and time is saved and so rail sections may be retrofitted or renovated occasionally without traffic interruption, during the night or with minimal restrictions up to 400 m in a shift are theoretically possible.